



# **Air Innovations Conference 2005**

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# STATE IDLE LAW MODEL

## Why do trucks idle?

- Comfort (workplace and residence)
- HOS required rest
- Safety
- Load security
- Necessity (manufacturers' operating temperatures, maintenance/repair, weather, emergencies, congestion, etc.)



# STATE IDLE LAW MODEL

Why should trucks not idle?

- Pollution
- Engine wear
- Non-moving trucks are unproductive truck
- Profit losses (fuel consumption)
- Potential for fines in certain jurisdictions
- Violation of some company policies



# STATE IDLE LAW MODEL

What is ATA doing to curb idling?

- Lobbied for incentives in Energy Bill
- Participation in SmartWay Partnership
- Development and distribution of anti-idling pocket guide
- Educating drivers
- Encourage driver incentive programs
- Assisting in development of EPA's state idle law model



# STATE IDLE LAW MODEL

Why is industry interested in developing a state idle law model?

- Achieve a degree of national consistency
- Educate regulators as to why trucks idle
- Ensure concerns of truck drivers and companies are heard and considered



# STATE IDLE LAW MODEL

What would trucking like to see included in a state idle law model?

- Extreme temperature exceptions
- Proper notice of anti-idling zones
- Equitable fine structures and entity fined
- Exceptions for queing
- Specific exceptions for matters such as adverse weather maintenance/repair, emergencies, congestion, etc.)
- Establishment of reasonable idling time limit
- Technology-neutral idling solutions



# STATE IDLE LAW MODEL

## Conclusion:

- Need for national consistency
- Goal of education and changing driver and company behaviors
- All concerns need to be heard and considered
- Change comes at a price and monies are needed to help advance anti-idling technologies and acceptance